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A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 26th August, 1908. 29

NOTICE TO CORRESPONDENTS.
ONLY communications relating to the news count-
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Correspondents must forward their names and ad-
dress with communications addressed to the
Editor, not for publication but as evidence of good
faith.

All letters for publication should be written on
one side of the paper only.

No anonymously signed communications that have
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The Daily Press.

HONGKONG, SEPTEMBER 3rd, 1908.

We had occasion yesterday to allude to the
protests voiced in Japan against the
increasing burden of armaments. It may
be remembered that a month ago it was
telegraphically reported that 144 members
of the British House of Commons had
addressed to the Prime Minister a plea for
reduction in expenditure on armaments.

Yesterday's Mail brings the text of the
remonstrance. The signatories remind Mr.
Asquith of his Budget statement for the
year 1906-7 in which he broadly surveyed
the financial situation of the country in the
hope that it would impress upon the House,
as it had impressed upon himself, "a much-
needed lesson." In that speech Mr. Asquith,
as Chancellor of the Exchequer, pointed out
that in the preceding ten years, while the
population of the country had increased
by only 10 per cent, the national ex-
penditure on Imperial account had in-
creased by 39 per cent, or over £40,000,000.
Of this increase, "as much as £21,000,000
was to be put down to the army and navy.
In 1896-7 the numbers voted for the army
were 156,000, and the cost was £13,270,000.
In 1906-7 the numbers voted were 204,000,
and the cost was £29,796,000—an increase
in numbers of over 30 per cent, and in cost
of over 63 per cent. For the navy the
numbers in 1896-7 were 91,500, and the cost
was £22,170,000. In 1906-7 the numbers
were 129,000, and the cost was £31,860,000—
an increase in numbers of 41 per cent,
and in cost of 43 per cent." This survey,
the petitioners said, gave them a large part
of the case they desired to present, and for
the rest they based their plea, first, on the
accepted principle that armaments depend

upon policy; and, secondly, on the fact that
since 1903 the United Kingdom had been
pursuing with pre-eminent success a policy
of peace. Under the guidance both of Lord
Lansdowne and Sir Edward Grey re-
lations had been established with foreign
powers which have, by common consent,
removed many of the dangers with which
England has been confronted. The bur-
den of their complaint is that there has
been no corresponding reduction in expen-
diture.

In this connection we may direct atten-
tion to the speech which the KAISER
has just made at Strasburg. His
Majesty proclaims his firm conviction
that the peace of Europe is not
imperilled—but at the same time lays stress
on the strength of the German people in
arms on land and sea as being an important
factor in the maintenance of that peace,
and finally declares that Germany... is
determined to maintain and develop her forces
and interests without fear or favour. Herein
lies the answer to the petition which the 144
members of the British House of Commons
have addressed to the Prime Minister. So
long as the other European Powers continue
to develop their naval and military forces,
no British Government is likely to be
influenced by appeals for reductions. Successive Governments in England have
committed themselves to the traditional
measure of naval strength known as the
two-Power standard, and if we may judge
from recent telegrams foreshadowing a huge
naval loan, the Government is, happily, in
no frame of mind to depart from a tradition
which the vast majority of the British
public regards as eminently sound. A
Service paper, we note, takes the Little
Navy party to task for thinking that
expenditure on armaments has anything to
do with the increase or decrease of popula-
tion, and tells these Socialistic Radicals that
they must really understand that we do not
build one battleship to so many thousands
of the population and so on down the naval
scale. But we can give Mr. ASQUITH credit
for being fully aware of that when he used
the figures to illustrate the increasing
burden of armaments. It may be perfectly
true that to introduce a method of calcula-
tion in accordance with the relative size of
the population defended, the British Empire
with its 400,000,000 of inhabitants would
need forces six and a half times the
strength of Germany's; but the use of
that method of calculation would, at
the same time, imply that the cost of
maintenance would be distributed according
to population! The object of the petitioners
evidently is not to preach either of these
things, but simply to show that the cost of
armaments to the 40,000,000 inhabitants of
the United Kingdom has been growing
enormously—and there is every likelihood of
the burden increasing. The appeal for a
reduction in expenditure will not succeed, we
may be sure, so long as other Powers are
increasing their naval forces, and the only
hope of the British public for a lightening
of the burden lies in the prospects of the
Colonies bearing a larger share of it.

The annual general meeting of the Hongkong
St. Andrew's Society is called for the 25th inst.
A very successful Bazaar has been held by
the Chinese at Swatow in aid of the West
River Flood Funds.

The Governor of Kwangsi, Chang Ming-oh, has
reported to the Peking Government that
over six hundred rebels have been despatched
in his province since last January.

The head cutting scare is being widely
circulated among the native community of
Singapore. It is believed that a European is
going about in a white motor-car at night
collecting heads for the foundation of the new
bridge across the river, and also for the new
reservoir at Kallang!

Rear-Admiral Sir J. C. Jellicoe, who was
commander of the Naval Brigade in the relief
of the Peking Legation in 1900, when he was
severely wounded, has been appointed Third
Sea Lord of the Admiralty and Controller of
the Navy, in place of Rear-Admiral Sir H. B.
Jackson, who has been appointed to command
the Third Cruiser Squadron.

Admiral Harber, who succeeded Admiral
Hemphill in command of the American Pacific
squadron, left Shanghai on the 29th ult., for
Chingwantaou en route for Peking where he
will pay his first official visit. He will go north
on his flagship Rainbow, and the other vessels of
the squadron to accompany him will be the
Denver, Cleveland, Chattanooga, Galveston,
and Concord.

Singapore papers report the death of Mrs.
Murphy, wife of Captain P. M. Murphy,
acting Deputy Master Attendant. An inquest
is being held as the doctors suspect that death
was due to poisoning. Captain Murphy said
that if there had been any foul play he suspected
a Malay woman, who used to come to the
house to wash clothes occasionally. A Penang
telegram reports the death of Mrs. J. W. B.
Ogle from the effects of strychnine. Mrs.
Ogle was the wife of a clerk of works in the
employ of the Straits Public Works Department

It is reported that the crops of Hunan and
Szechuan Provinces are in splendid condition
this year, and several ships loaded with rice
have recently arrived at Hankow.

The King has been pleased to give and grant
unto Mr. Edgar Bruce Hart, Commissioner of
the Imperial Chinese Maritime Customs, His
Majesty's Royal license and authority to accept
and wear the insignia of the First Class of the
Third Division of the Imperial Chinese Order
of the Double Dragon, conferred upon him by
his Imperial Majesty the Emperor of China, in
recognition of valuable services rendered by him.

A Royal Commission of Inquiry into the
naval defences of Netherlands India has just
reported in favour of a local navy for the Colony.
The Commission recommends that the new
Navy shall consist mainly of sub-marines,
torpedo boats, and destroyers. The "Java Bode"
says that the recommendations of the Commis-
sion meet requirements, but that vested interests
and lack of funds stand in the way of carrying
them into effect.

Thanks to the foresight displayed by Messrs.
Lavers and Clark, says the N.C. Daily News,
it is now practically assured that in the near
future Shanghai will have a service of taxi-
motors which will be available for hire by the
general public at very reasonable rates. A
company—registered at Hongkong, under the
title of The Shanghai Motor Cab Company
Limited—has already been formed and it should
not be long before an official announcement is
made by the general agents. On making inquiries
at Messrs. Lavers and Clark we were informed
that at the present time the project is in its
infancy, but the company has already ordered
several of the most modern cars, such as are
being plying for hire on the streets of London to-day,
and these are to be expected early in 1909. If
the venture meets with the success it deserves,
and which is confidently anticipated 100 cars
will be imported, each capable of carrying four
persons inside and one outside, beside the
chauffeur.

CANTON.

[FROM OUR CORRESPONDENT.]

September 1st.
AN EXTRAVAGANT BOX FINISHED.

It is reported that the wealthy deaf and dumb
young Chinaman named Chu Pak Lok, who
is a well-known figure in Hongkong on account
of his motoring cars, has recently returned to
Canton and is now confined in his house under
chancery and letters-by-order of his mother.

Young Chu is the son of a late tobacco mer-
chant here who died some years ago leaving a
prosperous business and a considerable fortune
behind him.

Mr. Chu's mother has control of all the
business and money of the estate left by the
deceased. During the last few years Chu has
been drawing something like \$60,000 to \$70,000
annually from his own firms and spending it
foolishly. His mother, knowing the extravag-
ance of the young man, has been doing her
best to stop him from drawing money
from the firms, but it is said that Chu is
a pugilist and by frequently threatening the
managers invariably succeeded in getting what
he wanted.

The mother determined to stop this extra-
vagance and ordered chains and fetters to be
made so as to keep him a prisoner should he
return. Chu returned a few days ago and was
seized by a number of men hired by the mother
and is now locked up in his house. The other
night he managed to get loose, and having
armed himself with kitchen knives and choppers,
looked for the steward of the family and
threatened to kill him if he failed to give him
money at once. The Police were sent for and the
unfortunate steward was released. The
mother, it is said, intends to assert her rights
and has her son crippled by cutting
the tendons of his ankles. This barbarous
treatment is often resorted to by angry
parents having to deal with prodigal sons.

THE PAHANG MURDER.

SENSATIONAL STORY FROM SCENE OF THE
TRAGEDY.

A few days ago, says the Straits Times, Mr.
D. Butler, the Acting Assistant Commissioner
of Police for Pahang, who, with Inspector
Burton and other officials, has been devoting
his energies to the capture of the
murderers of Dr. Barrack, at Kuantan, made up
his mind that Lee Yin, Koo Foo, Muu, Yap
Khen and possibly, Ng Fook, who are wanted
were still hiding in the neighbourhood of Belat.
He determined to organise a search and for
the purpose collected all the Malay police
available, and set out for an arduous task. At
5.30 a.m. on the 21st instant, a Malay timber
dragger, called Long, found Lee Yin and Koo
Foo, skulking unarmed behind a house at
Kampong Padang, and with the assistance of
his companions he had them arrested.

Whilst they were proceeding down the river
in a native boat, about one mile and a half from
the town of Kuantan, Lee Yin suddenly
smashed Long's paddle and hit him over the
head with it. Long fell stunned into the river
and was drowned. Lee Yin then attacked the
two Malay boatmen, wounding one severely and
the other slightly. The two boatmen dived
overboard and got out of the river, and made
their way through the jungle to Tanah Putih,
where they met Captain Forbes, who went to
Kuantan with the news, and Malays turned out
in search of the men. They found a boat and
fresh footprints and continued their search
throughout the night. At 10 a.m., on the
22nd instant, a party of Malays found
Lee Yin in the scrub near Tanah Putih, and
in capturing him one of the number sustained a
wound in the arm. Later on that day, on
certain information, Koo Fa was arrested in
the scrub at the back of the east houses at
Kuantan. At 9 a.m. on the 23rd instant the
dead body of Long was discovered floating in
the river above Tanah Putih.

Both Lee Yin and Koo Fa are emaciated and
covered with scratches, indicating that they
must have had a bad time in the jungle. There
are hopes that the other murderers will shortly
be captured.

The above story is corroborated by a report
which has reached His Excellency Sir John
Anderson, K.C.M.G., High Commissioner of
the F.M.S.

TELEGRAMS.

"DAILY PRESS" EXCLUSIVE SERVICE.]

DISASTROUS GALE.

LONDON, September 2nd.

A great gale is raging over the
British Isles causing great damage
on land and sea.

OBITUARY.

LONDON, September 2nd.

The Rev. James Fleming, Resident
Canon and Precentor of York
and Chaplain-in-Ordinary to the King
since 1901, is dead.

[REUTER'S SERVICE.]

THE PEACE OF EUROPE.

LONDON, August 31st.

H. I. M. The Kaiser, speaking at Stras-
burg, said he was firmly convinced that
European peace was not imperilled. It
rested on too firm foundations to be upset
by the incitements and calumnies of envious
and ill-disposed individuals. The princes
and statesmen of Europe were aware of
their responsibility to God for the lives and
prosperity of the peoples under their rule,
who wished quietly to develop the magnificient
achievements of civilization, and to
measure their strength with one another in
peaceful rivalry. Peace was further assured
by the strength on sea and land of the
German people in arms.

His Majesty concluded by declaring that
Germany was determined to maintain and
develop her forces and interests without
fear or favour.

THE RACE QUESTION IN
AMERICA.

LONDON, August 31st.

A test case tried in the San Francisco
courts has decided that children of Mongolian
parents, though born in San Francisco, are
not Americans, and are not entitled to use
the City schools.

PERSIA.

LONDON, August 31st.

A telegram from Tabriz which has been
published in Berlin, states that the revolution-
ists have sent an ultimatum to the Shah,
demanding, *inter alia*, the selection of the
Ministry from among the revolutionaries,
and the expulsion of the reactionaries from
Teheran.

WE ARE BECOMING
HYSTERICAL?

A correspondent wrote to the Times on
August 1st.

A few months ago a dense crowd assembled
outside the Old Bailey. They waited patiently;
at last they were admitted. A young man
walked out of the building; then their pent-up
feelings broke forth in a series of wild cheering
and waving of hats, many rushed forward to
shake him by the hand, to at least have the
satisfaction of touching him. Was he the saviour
of the Empire? Had he saved the nation?
What had he performed a great and glorious
deed? No; he had just been acquitted upon a
charge of murder.

A few days ago a still larger crowd
congregated in front of the Old Bailey. A well-
dressed man of middle age appears. Again
more cheering and shouting, more frenzied shrieks
of joy, more hat-waving. He is unable to enter
his brougham; he has to evade the crowd and
leave by another door. The crowd surge
after him to see him, to cheer him, to shake him
by the hand, to even touch him. Was he a
great statesman who had turned a probable war
into a "Peace with honour"? No; he had
just been acquitted upon a charge of high-murd-

er. What does all this cheering, all this shrieking,
all this hat-waving mean? Does it come from
the head or the heart of another? Are we
losing our self-control? Are we becoming
effete? Whatever may be the cause, the
result cannot fail to be regretted by every
thinking man.

HOW TO BE BEAUTIFUL—Keep your complexion,
Mrs. Eliza's Crime Charming, Lait Charmant and Special Skin Tonic and Pouder
Charmant will enable you to do it. Hair
Specialties for the Skin are the study of a
lifetime. A. S. Watson & Co., Ltd., Sole Agents
of the F.M.S.

THE COLLAPSE OF BUILDINGS IN
THE TYPHOON.

OFFICIAL INQUIRY.

Before Mr. J. H. Kamp, sitting as coroner,
and Messrs. A. Raymond, J. R. Boyce and R.
T. Rowan, jurors, an inquiry was held at the
Magistrate's office yesterday morning into the circum-
stances attending the deaths of 17 persons who
were killed in a collapse at 25, 26, and 27
Shankwan West, in the typhoon of July 27th.

Mr. Kemp informed the jurors that the
chief reason for delay in holding an enquiry
was that there had been a number of collapses
which occurred in all 84

deaths. Inquiries had been made as to the
contractors of collapsed buildings, but the
houses being old in most instances, the contrac-
tors were unable to be found. In the present
instance the house where the deaths occurred
was an old one, and the theory was that a
collapse was

PARIS LETTER.

[FROM OUR CORRESPONDENT.]

PARIS, July 31.

A "COURT JOURNAL" FOR THE PRESIDENT. The idea of bringing out a "Press Présidentiel" or "Court Journal" for the use of M. Fallières is not new. Something of the kind was attempted some years ago, but without success. However, considering the excellent work which has been, and continues to be, done by President Fallières, the idea has once more been revived; in the hope that this time it will meet with greater national support. When M. Thiers was President of the Republic he had no official journal, though several talented Pressmen, such as Hector Passard, were supposed to be inspired more or less by the Head of the State. Under Marshal MacMahon several journals were admitted to the confidences of his entourage. "La Patrie"—a paper which no longer exists—was the late President Grévy's favourite daily journal, and in consequence of this was for a long time credited with being the organ of the then President. Journalists had very little to do while M. Grévy was President, for he seldom left Paris, save to go to his country home, Mont-sous-Vaudrey. M. Grévy was a strict money-saving President and did not travel for this reason, while at the Elysée everything was conducted on the most economic lines. Candles replaced gas and electric light even as those (among whom was the writer) who attended his Presidential balls and receptions knew to their cost. Many an evening dress as well as toilette was spoilt in consequence of the dripping tallow.

THE PRESIDENTIAL TOUR. President Fallières, who has thoroughly enjoyed his visit to Northern Europe and not least to Berlin where he met the Kaiser and talked over business with him, as did King Edward a few weeks ago, has added to his popularity by presenting the Tsar's son with a complete electric railway, with stations, tunnels, viaducts, and engines and trains, all worked by means of an ingenious electric device. This most acceptable toy which cost nearly 10,000 francs, has completely delighted the Emperor's son, who in returning the thanks to President Fallières, expressed the hope that when he grew up, his father would allow him to come and see him in Paris. The French are delighted with the warm reception accorded to their beloved President not only in Russia but in Denmark &c., while, from a political point of view, the result is a foregone success for France.

THE LATEST FIXING MACHINE.

France bids fair to lead in aeroplanes. M. Bousson Bourguis is about to conduct some most interesting and novel experiments at Issy-les-Moulineaux, with an aeroplane which he has invented, and which he claims is nothing more or less than a practical passenger carrier, the chassis being based on the plan of an automobile with plenty of room in the interior. There are six sets of wings on superposed planes, the upward movement being obtained by two sets placed on a long projecting "V" shaped bow, which also contains the helm. The total weight of the machine is about 4 cwt.

FRENCH HIGHWAYS.

The question of the future of the roads of France is considered so serious that it is to form the object of a special congress international de la route—to be held in Paris in October next, at the Ministry of the Public Works. The advent of the motor-car has set a new problem for the solution of those responsible for the maintenance of the highways of Europe. In the days of coaches, and diligences the old roads were sufficient for all purposes, but the tip-toe motor car, with its ponderous weight and its steel-studded tyres, works havoc with the surface of the roads. Some means will have to be found of repairing the wear and tear which the modern means of locomotion has so enormously augmented. It is precisely for this purpose that the Congress will be held. An everyone who has travelled extensively in Europe is aware, France is the country which possesses the best roads. Her reputation in this respect is rapidly declining, through no fault of her own, since they are maintained as well as ever. Motoring has completely ruined French roads as it has done those of other countries. It is for the members of the forthcoming Congress to suggest a remedy which, if practical and not too expensive, will be gladly acted upon.

PARIS REFORMS.

Paris is at last reforming and is becoming a moral city. The proceedings recently taken against certain Variety directors and artists for nude exhibitions has resulted in the sentencing of the director of a Montmartre establishment to three months' imprisonment. Two of his artists were also sentenced to 15 days and a 50 franc fine, but have benefited by the Loi Beranger, or First Offenders Act, which is equivalent to an acquittal.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 2nd at 12.05 p.m.—The barometer continues to fall slowly over S.E. Japan and the Looches. Pressure remains somewhat low over the Pacific between Moico Sime and the Bonins, and probably a depression is developing to the S.E. of the Looches.

The area of high pressure remains over N.E. Japan, and the normal is still exceeded along the China coast.

Moderate N.E. winds may be expected in the Formosa Channel, and moderate N.W. and W. winds over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.20 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

Hongkong & Neighbourhood.	N.W. and W.
	winds, light or moderate; fair.
Formosa Channel.	moderate.
South coast of China between Hongkong and Lantau.	Same as No. 1.
South coast of China between Hongkong and Hainan.	Same as No. 1.

The various experiments made in French lunatic asylums to test music and its influence on the inmates have not altogether been satisfactory. Indeed, it has been found that beyond brightening the lives of those who suffer from the terrible malady of madness, its efficiency as a treatment, properly speaking, is regarded in France as very restricted. Dr. Séroux, (and he is a serious man as his name implies) the eminent specialist, head of the

Ville-Eduard asylum, declares that it is nearly a century since experiments were first made at Charenton (the Bedlam of Paris) with the object of testing the value of music as a cure for mental infirmities. But they gave no very hopeful result. The doctor does not, however, deny the fact that people who are afflicted with madness are fond of music. On the contrary, he declares, it charms them, and they listen with evident pleasure to the strains of a musical instrument, forgetting for the time being the fixed idea that is the cause of all their troubles. But the most that can be said for music is that it amuses them; it does not cure. The influence of harmony ceases as soon as the music comes to an end. While the attention of the afflicted is concentrated on the subject in hand they are reasonable thinking beings, but even should they become accomplished musicians or artists they do not cease to be mad.

FEEDING A BABY WITH PINS.

For some time M. and Mme. Pelou, of Saumur, noticed that their 18-months-old baby was wasting away but it was not till yesterday that the cause of the trouble was discovered. Mme. Pelou became suspicious of the nurse, who, of course, at first declared that she was not to blame for the baby's ill-health. Finally, she confessed that she had given the baby pins! Six have been recovered from the child's body so far, but it will be some time before the doctors will be able to declare it out of danger. The nurse, who was at once arrested, has been sent to lunatic asylums to be examined, as she is considered mad.

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SHIPPING NEWS.

LATEST SHIPMENT MOVEMENTS.

The N.Y.K. "Totomi Maru" (Bombay Line) left Singapore for this port on the 31st ult., and is expected here on the 6th inst.

The N.Y.K. "Maru" (European Line) left Singapore for this port on the 2nd inst., and is expected here on the 7th inst.

THE POSITION OF SHIPPING.

The following particulars are taken from Messrs. H. E. Moss and Co.'s circular dated Liverpool, Aug. 1st.

The anticipations as to the prospects of steam shipping and shipbuilding predicted in our last annual circular have been more than fulfilled; but unsatisfactory as they were then, they are far worse to-day. In fact during the half century we have been accustomed to write these lines, the times we are now passing through are the worst on record. In former years these cycles of depression in shipping were not so universally felt, for in some parts of the world payable employment was obtainable. All this has arisen, first, through the recent financial crisis in America, which adversely affected commerce in all directions, and set nearly everything on the downward grade; then we have had the record building of tonnage during recent years, together with ill-advised legislation as to increased freeboard; then, lastly, the disappointing harvests abroad, which coming together have contributed to bring about the present state of affairs.

The amount of mercantile tonnage under construction on June 30 last was about 800,000 tons, being fully 450,000 tons less than a year ago, and is the lowest total recorded since 1896.

We should estimate the total amount of new tonnage to be turned out in the United Kingdom this year at about 120,000 tons, which, compared with 200,000 tons in 1897, and about 1,600,000 tons in 1902, should ameliorate the situation.

HONGKONG HYPNOTISED.

SINGAPORE PRESS CRITICISM.

The Singapore Free Press had the following editorial on August 27th:—

Sir Henry Blake's letter on the opium proposals for Hongkong, is described by the "Times of Ceylon" as a right and left hander and the journal adds "Hongkong has a hard time in front of it, but we can imagine that the Colony will make some efforts towards compensation after the ex-Governor's plain hint to 'agitate, agitate, agitate.'

That is all very well, so far as it goes.

But the unfortunate thing about Hongkong is that no matter how good its case all its protest and agitation are, as a sounding brass and a striking symbol, for the simple but all-sufficient reason that the Hongkong public has been content to remain passive and unarmed, and has studiously neglected to provide itself with the only machinery by which it can hope to influence the Colonial Office, or even show that it is in earnest about anything. Hongkong's chief misfortune appears to lie in the fact of the existence of the China Association, a comprehensive body that concerns itself with the general commercial and political interests of Britain in China, and also has lately affiliated to itself the interests of Britain with Japan through a closer association between the China Association and the Japan Association. But nowhere in all this do the relations between Hongkong as a Crown Colony and the Colonial Office or the Imperial Government have the least place. As is a Crown Colony, in so far as the possession of any political leverage that may be brought to bear in Downing Street, official Hongkong simply has no more existence than the child unborn. Downing Street knows the Governor of Hongkong and his Executive Council, and to a less extent the Legislative Council. But the official majority on that body makes the opinion of the Legislative Council to be what-ever time to time the Secretary of State desires it to be. Nowhere can that be seen more clearly than in the presumption of Col. Seely that all the respectable opinion in Hongkong on the opium suppression business, would be found to be in agreement with that of the Governor Sir Frederick Lugard, and Sir Frederick Lugard's opinion would necessarily be whatever the Colonial Office dictated it to be. It will thus be seen that public opinion in Hongkong, so long as Hongkong permits it to be so, is the opinion of the Secretary of State. There are fumings amongst the Unofficials, and the press sometimes—if Downing Street chooses to notice it, which it does not—as a rule—wishes in quite obtrusive fashion. But if Hongkong will take the honest opinion of those who have regretted its helplessness as a Crown Colony of British citizens there is no more effective than the traditional method of Chinese warfare by making faces and beating gongs. What Hongkong has to do, if it really desires to make the influence of the resident British community felt directly by the Secretary of State is to fashion for itself a weapon whose grip shall be in Hongkong and whose hammer-head shall be in London. What can the China Association know or care about the Crown Colony we of Hongkong? Nothing. Downing Street is out of the picture so far as that body is concerned, although in almost every branch of the activities of the China Association that body may well ask the Foreign Office to look after its interests. It has been mentioned to us that in some quarters in Hongkong, where a sort of claim to a monopoly of representation of public interests is tacitly exerted, there would be displeasure at the formation of any body that would venture to express public opinion that did not take its cue to speak or remain silent from the group indicated. If that be the state of things in Hongkong the sooner it is ended the better for the welfare of the Colony. But that has been the representation made to us as the explanation why Hongkong has never created for itself as a Crown Colony and the alone, any machinery that might form the medium of approach to the Secretary of State without any official intermediary, the resident members of the Hongkong Association in London being the branch charged with the duty of making representations to the Secretary of State direct, through the department charged with the administration of the Eastern Crown Colonies. If ever there was a time in the history of Hongkong when such a body was needed it is now, when so large a proportion of the Colony's revenue is endangered by the surrenders of the Home Government to the agitation of a number of persons who have no right to represent the people of Hongkong, alone of the Eastern Crown Colonies. We deplore the absence of such an organisation because until Hongkong arms herself as we suggest there can be no means of cooperation between Hongkong and other Crown Colonies even if there is a common grievance to redress or a common policy to support.

THE SPRINGFIELD RACE WAR.

A TELEGRAM FROM JOHANNESBURG.

A telegram from Johannesburg states that Mr. Gandhi's son has been sentenced to a month's hard labour for refusing to comply with the Magistrate's order to leave the Colony.

ASIAN QUESTION IN THE TRANSVAAL.

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NOTICE.

Communications respecting Advertisements, Gal-
erations, Printing, Binding, &c., should be addressed
DAILY PRESS only, and special business matter
THE MANAGER.

Advertisements and Subscriptions which are not
reserved for a fixed period will be continued until
countermanded.

Orders for extra copies of DAILY PRESS should
be sent in before 11 a.m. on day of publication,
after that hour the supply is limited. Only regis-
tered for Cash.
electrographic Address: PRESS, Codes: A.B.C., 5th Rd.
Liberia.
P.O. Box, 88. Telephone No. 12.

NEW ADVERTISEMENTS

HONGKONG CLUB.

NOTICE.

THE FOURTEENTH HALF-YEARLY
DRAWING of Sixty-five Debentures
of the HONGKONG CLUB, payable on
WEDNESDAY, the 30th September, 1908,
will be held at the HONGKONG CLUB HOUSE
at 11 o'clock A.M. on SATURDAY, the
13th September, 1908.

Bearers of Debentures are invited to attend
the Drawing.

By Order,

JAMES CRAIK,

Acting Secretary.

Hongkong, 3rd September, 1908. 1253

HONGKONG ST. ANDREW'S
SOCIETY.

THE ANNUAL GENERAL MEETING
of the above Society will be held in the
CITY HALL on FRIDAY, the 25th instant, at
5.30 P.M., for the purpose of receiving the
Annual Report and Statement of Accounts for
the year ending 31st August; of Electing
Office-bearers for the ensuing year, &c.

DAVID WOOD,

Acting Hon. Secretary.

Hongkong, 3rd September, 1908. 1259

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"DEVAHNA,"

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as
the goods are landed.

This vessel brings on Cargo:-

From London, &c., ex. "Victoria."

From Australia ex. Himalaya.

From Calcutta, ex. "Borneo."

From Persian Gulf ex. I. S. N. &
B. & I. S. N. Co.'s Steamers.Optional goods will be landed here unless
instructions are given to the contrary within
6 hours.Goods not cleared by the 8th inst., at 4 P.M.,
will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged packages must be left in the Go-
downs for examination by the Consignee and
the Company's representatives at an appointed
hour. All claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognised. No
claims will be admitted after the goods have
left the Godown.

E. A. HEWETT,

Superintendent.

Hongkong, 2nd September, 1908. 1257

NOTICE.

ALL PARTIES having PAYMENTS to
make to, or CLAIMS against the estate
of M. JOH. THYEN, deceased, late of
Hongkong, are requested to send full Particulars
to the undersigned, not later than SUNDAY,
20th September a.c.

H. LINDMEYER,

Executor.

Hongkong, 20th August, 1908. 1255

NOTICE.

THE Undersigned begs to notify that the
CHU KWONG LAN Firm with all
its Branches has been DISPOSED OF to Mr.
UN-OI-YU, who will undertake to settle all
and sundry of the liabilities connected
therewith.

The undersigned therefore refuse to hold
himself responsible for any debts old or new
contracted by the aforesaid Firm.

CHU SHU NAM.

Hongkong, 1st September, 1908. 1251

YAT KWONG & COMPANY,
(日光公司).

NOTICE IS HEREBY GIVEN that on
and after This Date Mr. HO WING
TIN (何永田), formerly in charge of,
and signing on behalf of, the ab ve Company,
has now retired from his position, and his
signature on bills and documents will no further
be recognized unless they bear the Company's
shop.

Hongkong, 30th August, 1908. 1252

TY PHOONS.

INSURANCE Against LOSS or
DAMAGE to Buildings, Contents of
Godowns, Stores or Dwelling Houses in
Hongkong and China.

For Particulars apply to:-

W. H. TRENCHARD DAVIS,

HOTEL MANSIONS.

Hongkong, 28th August, 1908. 1236

VISITORS TO CANTON,
Should purchase
FROM HONGKONG TO CANTON
BY THE PEARL RIVER."

CAPTAIN C. V. LLOYD (s.s. "PATRAN")
With Illustrations, Maps and Plans.
Price \$1.50

On Sale at:-
Hongkong: "DAILY PRESS" Office,
MESSRS. KELLY & WALSH,
MESSRS. W. BREWER & CO.,
Canton: MESSRS. A. S. WATSON & CO.
Hongkong 4th October, 1908. 477

WANTED

WANTED.

A FURNISHED HOUSE on the Peak
or Lower Levels from December, 1908
to March 1909, or longer.
Apply—Care of "Daily Press Office."
Hongkong, 2nd September, 1908. 1256

WANTED.

BOARD and RESIDENCE with a
Respectable English Family on one of
the higher Levels. View of Harbour and
quiet surroundings essential.
Apply—Care of "Daily Press Office."
Hongkong, 23rd September, 1908. 1241

WANTED.

BOY CLERK WANTED
FOR SERVICE IN
HIS MAJESTY'S NAVAL YARD, HONGKONG.

A COMPETITIVE EXAMINATION of
CANDIDATES for the above ap-
pointment will be held in the CHAPLAIN'S
ROOM, H.M. NAVAL YARD, on MONDAY,
September 14th, 1908, commencing at 10 A.M.
Candidates must be not less than 15 nor more
than 17 years of age on the day of the examina-
tion.

Applications should be lodged not later than
Noon, FRIDAY, SEPTEMBER 4th, with the
DEPUTY VICTUALLING STORE OFFICER, H.M.
Naval Yard, from whom further particulars may
be obtained.

Hongkong, 23rd August, 1908. 1237

INTIMATIONS

HONGKONG GYMKHANA CLUB.

THE FOURTH MEETING of the Season
will be held at Happy Valley, on
SATURDAY, 5th September, 1908, com-
mencing at 4 P.M.

The Charge of Admission will be \$1 for
others than Members of the Hongkong Jockey
or Gymkhana Club.

Soldiers and Sailors in Uniform Half Price.

The Committee invite the Ladies of Hong-
kong to be present.

Post entries will be accepted for agent No. 5.
REGINALD P. C. MASTER,

Hon. Secretary and Treasurer.

Hongkong, 23rd September, 1908. 1256

INTIMATIONS

IRON, STEEL, METAL and HARD-
WARE MERCHANTS. Wholesale and
Retail Ironmongers. Pig Iron and
Foundry Coke Importers. General Store-
keepers and Shipchandlers. 35 & 37, HING
LOONG STREET, (2nd Street, west of Central
market) Telephone No. 513. 680

DOUGLAS STEAMSHIP CO., LIMITED
THE ORDINARY GENERAL MEET-
ING of Shareholders in the above Com-
pany will be held at the Company's Offices, on
SATURDAY, the 19th September, at NOON,
for the purpose of receiving the Report of the
General Manager, together with a Statement
of Accounts to the 31st June, 1908.

The TRANSFER BOOKS of the Company
will be CLOSED from the 8th to the 19th
September, both days inclusive.

DOUGLAS, LA PAIK & CO.,
General Managers.

Hongkong, 23rd October, 1908. 729

NOTICE OF REMOVAL

THE Undersigned beg to notify their Cu-
tomers and the General Public that they
have REMOVED to No. 27, DES VŒUX
ROAD CENTRAL, opposite the P. & O. Co.'s
Office.

A new variety of ARTISTIC PICTORIAL POST
CARDS, ASIATIC and FOREIGN POSTAGE
STAMPS and all Philatelic Goods are now
exhibited at their Show Room, and a Great
Assortment of MANILA CIGARS and
CIGARETTES, as well as NOVELS, ALBUMS,
&c., &c., are for Sale at moderate prices.

GRACA & CO.,
27, Des Vœux Road.
Hongkong, 7th August, 1908. 1021

FOR SALE AT THE BEGINNING
OF 1909.

A COMPLETE PLANT of SUGAR
MACHINERY Capable of Dealing
with 2,200 Gallons Juice per hour, comprising:
1. Three Roller Mill 36" by 72" with
Hydraulic or back roll and having Cane
and Megass Carriers complete.

Horizontal Single Cylinder Engine 48" by
28" and Cast Steel Gearings.

1. Triple Effit of 2,500 square feet heating
surface with Vacuum-Pump equal to double
the requirements to take a Vacuum Pan, if
necessary.

1. Juicer Heater of 800 square feet heating
surface.

2. Clarifiers of 600 Gallons each on platform
supported by C.I. Columns.

4. Filter Press 25 inches square with 31
Chambers each.

2 Eliminators with Copper Coils &c.

The above as supplied by Messrs. McOnie
Harvey (The Harvey Engineering Co.) Glasgow
in 1901.

8 Oil Jacketed Open Boiling Pans (Millers
Patent) for making Muscovado & Con-
crete Sugar without Molasses residue.

2 Stirling Boilers working at a pressure of
160 lbs. per square inch, with one circular
furnace, and fan for induced draught,
heating surface each 3,610 sq. feet, grate
surface 95 square feet.

1 Overhead Crane for Mill and Engine
equal to a lift of 15 tons.

1 Electric Lighting Plant.

Factory Building 103 feet long and 30 feet
wide in two spans of steel girder columns
with corrugated galvanized iron roof and
eaves.

The Plant works with megass fuel alone
except for raising Steam.

The Factory can be seen at work on New
Scotland Estate, Ferndale, Federated Malay States;

at any time during the next five months after
which time Cane Cultivation is to be stopped
as the Estate has been planted throughout
with Rubber.

The Removal of the Factory and Machinery
can be done by the Sellers who will, if so desired,
arrange to supervise re-erection, in which case
a guarantee of working will be given.

Apply to—

THE STRAITS SUGAR CO., LTD.,
27, Austin Friars,
London, E.C.

DR. M. H. CHAUN.

THE latest Method of the AMERICAN
SYSTEM of DENTISTRY.

33, QUEEN'S ROAD CENTRAL
from the University of Pennsylvania, U.S.A.
Hongkong, 17th April, 1908. 477

INTIMATIONS

JUST ARRIVED.

A MERICA'S LEADING
W.B. CORSET.
GREAT DEMAND FOR LONG
WAIST.
ERECT FORM AND NUFORM.

HOOSIER-ALL & CO.,
14, Queen's Road, Central,
Hongkong, 27th August, 1908. 851

E. S. R. R.

BOY CLERK WANTED
FOR SERVICE IN
HIS MAJESTY'S NAVAL YARD, HONGKONG.

Apply— "B.M."
Care of "Daily Press Office."
Hongkong, 23rd September, 1908. 1241

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Care of "Daily Press Office."
Hongkong, 23rd September, 1908. 1241

E. S. R. R.

BOY CLERK WANTED
FOR SERVICE IN
HIS MAJESTY'S NAVAL

BANKS

HONGKONG SAVINGS BANK

THE Business of the above Bank conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 3½ Per Cent. per annum.

Depositors may transfer at their option Balances \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSITS at 4 Per Cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager,
Hongkong, 12th January 1907.

NEDERLANDSCH-INDISCHE
HANDELSBANK.
(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (Fl. 1,250,000)
Subscribed Capital Fl. 10,000,000 (Paid up)
Reserve Fund Fl. 2,200,517.37 (Fl. 183,376)

HEAD OFFICE: AMSTERDAM.
SUB-OFFICE: THE HAGUE.
HEAD AGENCY: BATAVIA.

BRANCHES at: Singapore, Sourabaya, Samarang, Indramajoo, Bandung and Weltevreden.

RESPONDENTS at: Cheribon, Tega, Pecalongan, Macassar, Pontianak, Padang, Medan, Penang, Rangoon, Calcutta, Bombay, Madras, Colombo, Karachi, Djedda, Bangkok, Saigon, Shanghai.

BANKERS:
London: THE WILLIAMS DRAGONS BANK,
Swiss BANKVERBUND.
Paris: COMPTOIR NATIONAL D'ESCOMPT DE
PARIS.

Berlin: DEUTSCHE BANK,
Brussels: BANQUE DE PARIS ET DES PAYS BAS.
Vienna: UNION BANK.
Rome: BANCA COMMERCIALE ITALIANA.

THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the World and transacts every description of Banking and Exchange business.

INTEREST ALLOWED.
On Current Account at the Rate of 2% per annum on the Daily Balance.

On Fixed Deposits: 12 months 4% per annum
do. 6 do. 3½% do.
do. 3 do. 3% do.

C. WOLDRINGH Manager,
No. 16, Des Vaux Road Central,
Hongkong, 19th August, 1908.

THE BANK OF TAIWAN, LIMITED
(INCORPORATED BY SPECIAL IMPERIAL
CHARTER).

Capital Subscribed (paid-up)..... Yen 5,000,000
Reserve Fund Yen 930,000

HEAD OFFICE: TAIFU, FORMOSA.

BRANCHES AND AGENCIES:
Amy Kobe Taiwan
Anping Nagasaki Tamsui
Fuchow Osaka Tokio
Keelung Shanghai Yokohama
Swatow

HONGKONG OFFICE:
3, Des Vaux Road.
Interest allowed on Current Account
Deposits received on terms which may be had on application.

D. TOHDOW, Manager,
Hongkong, 5th April, 1908.

INTERNATIONAL BANKING
CORPORATION.

CAPITAL PAID UP Gold \$3,250,000,
about Mex. \$7,222,222

RESERVE FUND Gold \$3,250,000
about Mex. \$7,222,222

HEAD OFFICE: 60 Wall Street, New York.
LONDON OFFICE: Threadneedle House, E.C.

LONDON BANKERS:
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND
LIMITED,

THE CAPITAL & COUNTIES BANK, LIMITED

BRANCHES AND AGENTS all over the World.

The Corporation transacts every description of Banking and Exchange business, receives money Current Account at the Rate of 2% per annum on Daily balances and accepts Fixed Deposits at the following rates:-

For 12 months 4% per cent. per annum.

For 6 " 3½ " "

For 3 " 3 " "

No. 9, Queen's Road, Central, Hongkong.

W. M. ANDERSON,
Manager.

Hongkong 5th April, 1908.

1103

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000

RESERVE FUNDS:-

Sterling \$1,500,000 at 3/—=\$15,000,000

Silver \$14,000,000

\$3,000,000

RESERVE LIABILITY OF PROPRIETORS:\$15,000,000

COUNCIL OF DIRECTORS.

E. SWELLIN, Esq.—Chairman.

Hon. Mr. W. J. GRESHAM—Deputy Chairman.

E. G. Barrett, Esq. W. Holmes, Esq.

C. G. R. Broderon, Esq. C. A. Leuzmann, Esq.

G. Friedland, Esq. R. Shevan, Esq.

C. S. Gubba, Esq. Hon. Mr. H. A. W. Shadie

H. L. Tomkins, Esq.

CHIEF MANAGER

Hongkong—J. R. M. SMITH

MANAGER

Shanghai—W. ADAMS OBAN

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the daily balance.

ON FIXED DEPOSITS.

For 3 months, 2½ per cent. per annum.

For 6 months, 3½ per cent. per annum.

For 12 months, 4 per cent. per annum.

J. R. M. SMITH,
Chief Manager,

Hongkong, 2nd August, 1908.

BANKS

THE MERCANTILE BANK OF
INDIA, LIMITED.

AUTHORIZED CAPITAL \$1,500,000
SUBSCRIBED 1,125,000
PAID-UP 662,000
RESERVE FUND 210,000

BANKERS: LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:

For 12 months 4 per cent.

For 6 " 3½ per cent.

For 3 " 3 per cent.

EVAN ORMISTON
Manager.

Hongkong, 23rd April, 1908.

6,000 MILES BY WIRELESS

MR. MARCONI'S GREAT PROJECT.

Mr. Marconi explained to an interviewer last month the wonders of the wireless telegraphy installation on H.M.S. cruiser "Indomitable" which maintained continuous communication with the shore during her record crossing of the Atlantic with the Prince of Wales. The King and the Princess used the system to exchange messages with the Prince during the voyage.

The installation on the "Indomitable," which is a combination of my own patents and improvements in power elaborated by the Admiralty officials, is, I believe, the most perfect upon any vessel in the world," Mr. Marconi said. "The message which the cruiser flashed received at Scilly, constitutes a record, so far as I am aware, in ship-to-shore transmission. The powerful installation upon such great ships as the *Manitania* and *Lusitania* has a radius of but from 300 to 400 miles.

"The Admiralty communicated with me, and we put at its service our two long-distance stations at Clifton, in Ireland, and Glace Bay in Canada. This was necessary because the present installation at the Admiralty is designed only for communication around the home coastline, and has not a radius of more than 300 miles. Even with this comparatively limited area, the Admiralty could send messages to a fleet lying off the coast of Denmark, in the North Sea, in the Bay of Biscay, off Land's End, or upon the north coast of Ireland.

"On the outward voyage the "Indomitable" kept in touch with Clifton until she lost these very proper sentiments because we had no corresponding dangers in this country. Not only had we no menace of the kind, but objections were raised at the slightest symptom of Asiatic immigration. He had heard a statement from his right hon. friend the President of the Board of Trade that he was proposing to take action in regard to the increase of Chinese seamen in British ships. He did not say we ought not to take these objections, but he said we did, and, therefore, we ought not to take a superior attitude against the colonies who found themselves confronted with a far more urgent danger. (Hear, hear.) His hon. friend was quite right.

The exchange of messages between the Prince and members of the Royal Family, explained Mr. Marconi, was constant. Particularly numerous were those which passed between the Prince and Princess. All were transmitted in cipher. The King, both from London and from Goodwood, sent messages to the Prince and received replies. "Although his Royal Highness was thousands of miles away upon the ocean he was able to hold communication with the members of his family at the time," added Mr. Marconi.

The inventor does not consider that the wonderful achievement marks any limit of wireless telegraphy. "At Caltan, in Italy, we are erecting an even more powerful station than those at Clifton and Glace Bay. It is destined to have a transmitting radius of 6,000 miles.

"It should soon be possible for a single warship or for a fleet to receive wireless instructions from the Admiralty via one or more high-power stations when cruising in any part of our hemisphere. And in the future it should not be impossible to send and receive a wireless message in any part of the globe.

The Admiralty had, added Mr. Marconi, made full use of its wireless station at Whitehall during the recent manoeuvres. Constant messages passed between London and units of the fleet. "Almost every day now wireless instructions and reports are flashing from Whitehall to Portsmouth and Dover and back again."

CLOUD BURSTS IN
NORTHERN CHILI.

A correspondent writes to the *Shanghai Mercury*.

There were for a long time fears entertained that drought would spoil the entire harvest of the northern parts of Chili Province, but during August at a rather late moment rain set in, which gave hopes for better expectations. Unfortunately, however, the rain never ceased for days in several parts of this province in addition to which during the last weeks such heavy cloud bursts came which even made several rivers along the line of the Imperial Railway of North China. The service had to be stopped entirely for one day on the upper part of Lancang. The rain was tremendous in this section; for a desiccated soil masses of water have streamed down from heaven as was observed the last few days. In Tangshan, where the Chinese Engineering and Mining Company is and where the establishment of the Cement works recently opened, entirely new machinery, a small river which has a fifteen feet embankment suddenly inundated the whole surrounding country, putting part of the Cement works under water and stopping the machinery. I Peitaiho communication with the railway was impossible as there was a stream several feet deep over the road which leads from the station to the seashore. The water rose to such height and flowed in such force that in the larger sections of the Province, especially around Lancang and Chia-chi where the pretty fruit orchards are, the whole harvest has been destroyed. Great trees which were carried down the hill towards the railroad embankment damaged the coarse pillars of the Shihmen bridge in the Lancang section which necessitated the stoppage of the railway service. However, Mr. Kinder went up at once and also Engineer Cox left for the endangered section and within 24 hours the service could be opened with temporary technical preparations over the Shihmen bridge.

The morning post brought a shoal of congratulatory messages and letters relating to the political and national matters in which he takes such an active interest. Telegrams next began to arrive every few minutes, and Lord Wemyss answered them all with his own hand. Then came a stream of callers on business, and so the "holiday" passed away.

"Young Wemyss," as his friends call him, has always been a hard worker, and so he did not realize that his promised day of leisure was over until it was too late to go out for a long ramble over the Surrey hills.

Lord Wemyss was still busy when a press representative called to see him, but he found time to send a message to those who would keep young. He is himself a striking example of youthful age—a tall, alert man, vigorous of step and firm in voice, with only the fringe of silvery hair under his clean-shaven, boyish chin to suggest that he is now in his ninety-first year.

The only advance I can give to the younger generation is included in these three rules I have tried to follow," said Lord Wemyss.—Be moderate in all things.

Sleep at least eight hours a night.

Eat well and take plenty of good exercise.

"If you wish to live to be old you must also be extremely careful in the selection of your parents," Lord Wemyss continued.

"I do not believe that early to bed and early to rise necessarily makes a man either healthy or wise. I know, however, that plenty of sleep is extremely good for a man. I once tried to sleep soundly a day, but I had to give it up, and I find I require at least eight.

"Walking is a most healthy exercise. I do not, however, walk far now, only a few miles at a stretch, unless I have something to walk for.

"I do not like motor-taxis much, and although I own three, I am very rarely in one. Backless motoring seems to me one of the dying evils of the present time. It appears to me that the increase of educational advantages in this country has chiefly resulted in the growth of idleness among the lower classes and break-neck driving among the upper classes.

"Only the other day I heard a man boasting that he had covered eighty miles in two hours on the public road. Disgusting! I call it. Such recklessness should be made a criminal offence punishable with a heavy term of imprisonment. It endangers more valuable lives than that of the man at the wheel.

"I manage to attend the House of Lords fairly regularly still. I have sat in Parliament for more than sixty-seven years continuously, save for an interval of six months, when I

COLONEL SELBY ON ASIATIC
IMMIGRATION.

In the House of Commons on July 1st Mr. Mason (Coventry, Min.) called attention to the report of Mr. Mackenzie King on the result of his mission to Great Britain to consult with the British authorities upon the immigration of Asiatics into Canada. The question of Asiatic immigration was one to which the House would have to give the most careful consideration.

Colonel Selby said although Mr. Mackenzie King's report showed that he himself realised that the diplomatic considerations involved were so delicate that one must speak with restraint, it was nevertheless important that there should be the fullest discussion of the matter. The difficulties arose in consequence of the immigration into Canada, not only of Indians, but other Asiatics and especially with regard to Japanese and Chinese immigration. He would not dwell on the Japanese immigration because the Japanese Government had agreed to restrict emigration as far as possible, and had shown the most friendly desire to co-operate with the Canadian Government and our own Government (Hear, hear). But, in the general question, might not the House not adopt any superior attitude in this matter—not to say, as people were tempted to say, "Surely all men in the Empire are equal" and not to hold too closely to the right of a man to say "Civis Romanus sum, and being a citizen of the Empire, I can go where I please" and that any attempt to exclude a citizen of the Empire was unjust and must be resisted by the Imperial Government. It was easy to utter these very proper sentiments because we had no corresponding dangers in this country. Not only had we no menace of the kind, but objections were raised at the slightest symptom of Asiatic immigration. He had heard a statement from his right hon. friend the President of the Board of Trade that he was proposing to take action in regard to the increase of Chinese seamen in British ships. He did not say we ought not to take these objections, but he said we did, and, therefore, we ought not to take a superior attitude against the colonies who found themselves confronted with a far more urgent danger. (Hear, hear.) His hon. friend was quite right.

"On the outward voyage the "Indomitable" kept in touch with Clifton until she lost these very proper sentiments because we had no corresponding dangers in this country. Not only had we no menace of the kind, but objections were raised at the slightest symptom of Asiatic immigration. He had heard a statement from his right hon. friend the President of the Board of Trade that he was proposing to take action in regard to the increase of Chinese seamen in British ships. He did not say we ought not to take these objections, but he said we did, and, therefore, we ought not to take a superior attitude against the colonies who found themselves confronted with a far more urgent danger. (Hear, hear.) His hon. friend was quite right.

"The outward extension of Asiatics was not likely to diminish, but there were indications in the Colonial Office, and, he understood, also in the India Office, that there was plenty of work in India for able-bodied men to do and that the tendency towards extension was confined only to certain areas. He admitted, however, that the matter was of urgent importance. Notwithstanding the temporary abandonment of the doctrine of *Civis Romanus sum*, there is reason why they need not regard it as a complete disaster.

He would remind the House of a letter Latin saying—*Homo sum, humani nihil a me alienum puto*. (Cheers.) In English he would say, "God made all men in His own image, and therefore all men are my kith and kin." Speaking on behalf of the Government, he declared that they admitted that if a self-governing colony decided that they must exclude a certain class of persons, the Home Government could not interfere. Why was there anything contrary to the best doctrines in that assumption? He would ask those who considered it a cruel doctrine to reflect on the words of Herbert Spencer. "I am" Herbert Spencer said, "entirely in favour of the policy of excluding Asiatics from America or restricting them within the narrowest limits

SHIPPING.

ARRIVALS.
DEVANNA, British str., 4,785, T. H. Hide, R.N.R.,
2nd Sept.—Bombay & Singapore 29th Aug.
Mails and General—P. & O. S. N. Co.
HAIMUN, British str., 636, A. J. Robson, 2nd
September—Swatow 1st Sept., General—
Douglas Lapraik & Co.
ITHAKA, German str., 1,446, W. Vogeler, 2nd
September—Chinkiang 27th August,
General—Hamburg-Amerika Line.
JOSHIN MARU, Japanese str., 702, Kaburaki,
2nd September—Ta-ku 1st Aug.—30th August,
General—Osaka Showa Kai-sha.
KNIPEBERG, German str., 646, Henk, 2nd
September—Tourana 30th August, Coals
and General—Jensen & Co.
NANCHANG, British str., 1st Sept.—Canton.
TAISHUN, Chinese str., 1,264, Klopfer, 2nd
September—Shanghai 30th Aug., General
Chinese.
TRIUMPH, German str., 769, J. C. Hansen, 2nd
September—Holloway 1st September,
General—Jensen & Co.

CLEARANCES
AT THE HARBOUR MASTER'S OFFICE.
2nd September.
Ithaka, German str., for Canton.
Singen, British str., for Holloway.
Spir, Norwegian str., for Saigon.
Sungtang, British str., for Amoy.

DEPARTURES.
ALDENHAM, British str., for Moji.
AMIGO, German str., for Holloway.
CHANGSHA, British str., for Manila & Australia.
CHONGMINGH, British str., for Swatow.
DEVANNA, British str., for Shanghai.
HOISANG, British str., for Saigon.
KEMUN, British str., for Saigon.
LAISANG, British str., for Singapore.
NIKHO MARU, Japanese str., for Nagasaki.
SANUKI MARU, Japanese str., for Singapore.
SHAOHSING, British str., for Canton.
SHOSHU MARU, Japanese str., for Swatow.
VEDIA, British str., for Palambang.

SHIPMENT REPORTS.
The British str. *Hainan* reports: Gentle
breeze and fine weather.
The Chinese str. *Taiwan* reports: Light
following wind, smooth sea and fine clear
weather throughout the voyage.

VESSELS IN DOCK.
September 2nd.

ABERDEEN DOCKS.—
KOWLOON DOCKS—*Sorenson*, H.M.S.
Whiting, *Jutopolis*, U.S.S. *Abatross*, Manila,
Vizcaya.
COSMOPOLITAN DOCKS.—*Pocahontas*, H.M.S.
Other.

VESSELS ON THE BERTH
THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON,
AUSTRALIA, INDIA, AFRICA, EGYPT,
AND MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED TO
BATAVIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELHI".
Captain J. D. Andrews, R.N.R., carrying
His Majesty's Mails, will be despatched from
this for Bombay &c. on SATUR-
DAY, the 5th September, at NOON, taking
passengers and cargo for the above port
in connection with the Company's "as
"Mongolia," 10,000 tons, from Colombo
passenger accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all cargo for France and
Tea for London (under arrangement will be
transhipped at Colombo into the mail steamer
proceeding to Marseilles and London, other
cargo for London, &c. will be conveyed
from Bombay by the R.M.S. "Egypt," due
in London on the 17th October, 1908.

Parcels will be received at this Office until
4 p.m. the day before sailing. The content
and value of all packages are required.

For further particulars, apply to

F. J. ABBOTT,
Acting Superintendent.
Hongkong, 24th August, 1908.

NAVIGAZIONE GENERALE
ITALIANA.
(Florio and Ruberti United Companies)

STEAM FOR BOMBAY
VIA SINGAPORE AND PENANG.

Having connection with Company's Mail
Steamers to PORT SAID, MESSINA,
NAPLES, LEGHORN and GENOA, also
VENICE and TRIESTE, all MEDITERRANEAN,
ADRIATIC, LEVANTINE and
SOUTH AMERICAN PORTS up to CALLAO.
Taking cargo at through rates to PERSIAN
GULF and BAGDAD, also BOROMLOA,
VALINZA, ALICANTE, ALMERIA and
MALAGA.)

THE Steamship

"CAPRI".
Captain Pedone will be despatched as above
on THURSDAY, the 10th Sept., at NOON.
For further particulars regarding Freight
and Passage, apply to

CARLOWITZ & CO.,
Agents.
Hongkong, 1st September, 1908.

4

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & NO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DISPATCHED
LONDON &c. VIA USUAL PORTS OF CALL...	DELHI	Brit. str.	—	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	On 5th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE &c...	NYANZA	Brit. str.	—	H. S. Bradshaw	P. & O. S. N. Co.	About 9th inst.
DUNKIRK, ANTWERP & HAMBURG &c...	SPEZIA	Ger. str.	k. w.	Kotzé	HAMBURG-AMERIKA LINIE	About Middle of Sept.
HARVE & HAMBURG VIA STRAITS, &c...	AMBRIA	Ger. str.	k. w.	Deinat	HAMBURG-AMERIKA LINIE	20th inst.
HAUVE & HAMBURG VIA STRAITS, &c...	BRASILIA	Ger. str.	k. w.	Schwinghamer	HAMBURG-AMERIKA LINIE	On 4th October.
MABILLEES, &c. VIA PORT OF CALL ...	A USTRALIEN	Fr. str.	k. w.	v. Hoff	HAMBURG-AMERIKA LINIE	On 15th inst., at 1 P.M.
MACHELLES, LONDON & ANTWERP VIA SINGAPORE, &c...	AWA MARU	Jan. str.	—	Verron	MESSEGERIES MARITIMES	On 18th inst., at D'light
MACHELLES, ANTWERP & HAMBURG, &c...	CATHAY	Dan. str.	—	A. Keith	NIPPON YUSEN KAISHA	Middle of September.
MACHELLES, ANTWERP & HAMBURG, &c...	SLAVONIA	Dan. str.	k. w.	Peter	HAMBURG-AMERIKA LINIE	On 11th inst.
MACHELLES, ANTWERP & HAMBURG, &c...	TAMHO MARU	Jap. str.	—	C. H. Butler	NIPPON YUSEN KAISHA	On 9th inst., at D'light
MACHELLES, ANTWERP & HAMBURG, &c...	DEPFELINGER	Ger. str.	—	G. Moines	MELCHERS & CO.	On 10th inst., at Noon.
MACHELLES, ANTWERP & HAMBURG, &c...	FORWARTS	Aus. str.	—	B. Bednarz	SHEWAN, TOMES & CO.	On 25th inst.
MACHELLES, ANTWERP & HAMBURG, &c...	INDHAMATO	Ger. str.	—	Vahsel	HAMBURG-AMERIKA LINIE	On 19th inst.
MACHELLES, ANTWERP & HAMBURG, &c...	MANDALA	Fr. str.	k. w.	—	MELCHERS & CO.	On 23rd inst.
MACHELLES, ANTWERP & HAMBURG, &c...	VANDALIA	Fr. str.	—	—	SHEWAN, TOMES & CO.	On 34th inst.
MACHELLES, ANTWERP & HAMBURG, &c...	EMPEROR OF JAPAN	Brit. str.	1 m.	G. S. Lapraik	HAMBURG-AMERIKA LINIE	On 11th inst., at Noon.
MACHELLES, ANTWERP & HAMBURG, &c...	LENNOX	Brit. str.	1 m.	Boyd	CANADIAN PACIFIC R. CO.	On 15th inst., at 4 P.M.
MACHELLES, ANTWERP & HAMBURG, &c...	KAGA MARU	Brit. str.	1 m.	J. Nagao	NIPPON YUSEN KAISHA	On 18th inst., at 4 P.M.
MACHELLES, ANTWERP & HAMBURG, &c...	INVERIE	Brit. str.	1 m.	T. Sekine	NIPPON YUSEN KAISHA	On 19th inst., at 4 P.M.
MACHELLES, ANTWERP & HAMBURG, &c...	TOBI MARU	Jap. str.	—	J. Minseen	MELCHERS & CO.	On 20th inst., at 4 P.M.
MACHELLES, ANTWERP & HAMBURG, &c...	YAWATA MARU	Ger. str.	—	T. Harrison	HUTTFIELD & SWIRE	On 20th inst., at 4 P.M.
MACHELLES, ANTWERP & HAMBURG, &c...	VLADIVOSTOK	Brit. str.	1 m.	L. Dawson	MELCHERS & CO.	On 21st inst.
MACHELLES, ANTWERP & HAMBURG, &c...	LITUANIA	Fr. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 15th inst.
MACHELLES, ANTWERP & HAMBURG, &c...	TRANQUEBAR	Dan. str.	—	Pander	JAVA-CHINA-JAPAN LINI	On 8th inst.
MACHELLES, ANTWERP & HAMBURG, &c...	KAMAKURA MARU	Jap. str.	—	P. Nalin	—	Quick despatch.
MACHELLES, ANTWERP & HAMBURG, &c...	TIJIPANAS	Dan. str.	—	—	BUTTERFIELD & SWIRE	On 5th inst.
MACHELLES, ANTWERP & HAMBURG, &c...	OUESANT	Fr. str.	—	H. G. Walker	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
MACHELLES, ANTWERP & HAMBURG, &c...	NANCHANG	Brit. str.	1 m.	M. Nemoto	JARDINE, MATHERSON & CO., LTD.	To-morrow, at 4 P.M.
MACHELLES, ANTWERP & HAMBURG, &c...	SHAOHSING	Brit. str.	—	M. B. Lake	OSAKA SHOSEN KAISHA	On 8th inst., at 10 A.M.
MACHELLES, ANTWERP & HAMBURG, &c...	WINGSANG	Brit. str.	—	M. Winckler	NIPPON YUSEN KAISHA	On 8th inst., at Noon.
MACHELLES, ANTWERP & HAMBURG, &c...	BUJUN MARU	Jap. str.	—	C. Divers	MELCHERS & CO.	On 9th inst.
MACHELLES, ANTWERP & HAMBURG, &c...	NAMSANG	Brit. str.	—	W. Cooke, R.N.R.	HAMBURG-AMERIKA LINIE	On 10th inst.
MACHELLES, ANTWERP & HAMBURG, &c...	TOTOMI MARU	Jap. str.	—	Baird	MESSEAGERIES MARITIMES	On 12th inst.
MACHELLES, ANTWERP & HAMBURG, &c...	LUIZOW	Ger. str.	—	—	JAVA-CHINA-JAPAN LINI	On 18th inst.
MACHELLES, ANTWERP & HAMBURG, &c...	SILENSIA	Brit. str.	—	—	—	Quick despatch.
MACHELLES, ANTWERP & HAMBURG, &c...	PERA	Brit. str.	—	—	—	—
MACHELLES, ANTWERP & HAMBURG, &c...	VILLE DE LA CIOTAT	Fr. str.	—	—	—	—
MACHELLES, ANTWERP & HAMBURG, &c...	SAMIA	Brit. str.	—	—	—	—
MACHELLES, ANTWERP & HAMBURG, &c...	TJILWONG	Dan. str.	—	—	—	—
MACHELLES, ANTWERP & HAMBURG, &c...	JOHNSON MARU	Jap. str.	—	—	—	—
MACHELLES, ANTWERP & HAMBURG, &c...	HAIMUN	Brit. str.	—	—	—	—
MACHELLES, ANTWERP & HAMBURG, &c...	MANILA	Brit. str.	—	—	—	—
MACHELLES, ANTWERP & HAMBURG, &c...	TRAI	Brit. str.	—	—	—	—
MACHELLES, ANTWERP & HAMBURG, &c...	LOONGSAM	Brit. str.	—	—	—	—
MACHELLES, ANTWERP & HAMBURG, &c...	ZAFIRO	Brit. str.	—	—	—	—
MACHELLES, ANTWERP & HAMBURG, &c...	KUDAT & SANDAKAN	Brit. str.	—	—	—	—
MACHELLES, ANTWERP & HAMBURG, &c...	SINGAPORE, PENANG & CALCUTTA	Brit. str.	—	—	—	—
MACHELLES, ANTWERP & HAMBURG, &c...	BOMBAY VIA SINGAPORE & COLOMBO	Brit. str.	—	—	—	—
MACHELLES, ANTWERP & HAMBURG, &c...	BOMBAY VIA SINGAPORE & PENANG	Brit. str.	—	—	—	—
MACHELLES, ANTWERP & HAMBURG, &c...	BATAVIA, CHERIBON, SAMARANG, &c.	Brit. str.	—	—	—	—

CANADIAN PACIFIC RAILWAY
COMPANY'S ROYAL MAIL STEAMSHIP LINE

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 2 days
ACROSS THE PACIFIC IS THE "EMPERRESS LINE." Saving 5 to 10 days' Ocean Travel.

12 DAYS YOKOHAMA TO VANCOUVER,
21 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS (Subject to Alteration).
TOP. LEAVE HONGKONG ARRIVE VANCOUVER
"EMPERRESS OF JAPAN" 6,000 SATURDAY, 5th Sept. 28th Sept.
"LENNOX" 3,760 " FRIDAY, 11th Sept. 10th Oct.
"EMPERRESS OF CHINA" 6,000 " SATURDAY, 26th Sept. 17th Oct.
"MONTEAGLE" 6,163 " SATURDAY, 3rd Oct. 27th Oct.
"EMPERRESS OF INDIA" 6,000 " SATURDAY, 17th Oct. 7th Nov.
"EMPERRESS OF JAPAN" 6,000 " SATURDAY, 28th Nov.

* S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.
* S.S. "MONTEAGLE" to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALatial "EMPERRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class via Canada Atlantic Ports or New York 27.10.
Intermediate on Steamer 240. 242.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries,

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	DELHI	Noon, 6th Sept.	See Special of Call Capt. J. D. Andrews, R.N.
VIA ANTWERP	NYANZA	About 6th Sept.	Freight and Passage.
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLE	Capt. H. S. Bradshaw	Sept.	
SHANGHAI, MOJI, KOBE, PERA and YOKOHAMA	Capt. W. W. Cooke, R.N.R.	About 12th Sept.	Freight only.

For further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 28th August, 1908.

CHINA NAVIGATION CO.,
LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HOIHOW, PAKHOI and HAIPHONG	"SINGAN"	On 3rd Sept., 9 A.M.
SHANGHAI, TSINGTAU, CHEFOO and NEWOWHANG	"NANCHANG"	On 3rd Sept., 4 P.M.
SHANGHAI	"SHAOSHING"	On 4th Sept., 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TEAN"	On 8th Sept., 4 P.M.
MANILA STEAMERS and TIENSIN STEAMERS	have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.	
AUSTRALIAN STEAMERS	have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.	
SHANGHAI STEAMERS	have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.	
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.		
TELEPHONES 36,		
For Freight or Passage, apply to—	BUTTERFIELD & SWIRE, AGENTS.	11

OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

FOR	THE CO.'S S.S.	LEAVING
TAMSUI via SWATOW	"JOSHIN MARU"	SUNDAY, 6th Sept., at 10 A.M.
& AMOY	Capt. Y. KABEAKI	
SHANGHAI via SWATOW,	"BUJUN MARU"	TUESDAY, 8th Sept., at 10 A.M.
AMOY & FOOCHOW	Capt. M. NEMOTO	

A Reduction of 20 Per Cent. will be made on First and Second Class Fares to Foochow, until Further Notice.

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Amidships Unrivalled Table.

Taking Cargos on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1 Queen's Buildings.

Hongkong, 1st September, 1908.

T. ARIMA, Manager.

HAMBURG-AMERIKA LINIE
HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargos at Through Dates to all European North-Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBE:	HOMEWARD.
S.S. SILESIA	10th September
FOR SHANGHAI, YOKOHAMA & KOBE:	
S.S. SAMBIA	16th September
FOR SHANGHAI, YOKOHAMA & KOBE:	
S.S. SUEVIA	25th September
FOR SHANGHAI, YOKOHAMA & KOBE:	
S.S. SENEGAMBIA	10th October
FOR SHANGHAI, YOKOHAMA & KOBE:	
S.S. BELGRAVIA	17th October
FOR NEW YORK	S.S. VANDALIA On 23rd September.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE, Hongkong Office.

12

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
MANILA via SWATOW	"YUEN-SANG" "WING-SANG"	Saturday, 5th Sept., Noon.
SHANGHAI via SWATOW & NINGPO	"WING-SANG" "NAMSANG"	Friday, 4th Sept., 4 P.M.
YAHAI, YOKOHAMA, KOBE & MOJI	"NAMSANG"	Tuesday, 8th Sept., Noon.
MANILA	"LOONG-SANG"	Friday, 11th Sept., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"FOOK-SANG"	Saturday, 12th Sept., 3 P.M.

RETURNS TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KUFSANG," "NAMSANG" and "FOOK-SANG" leave about 10 days after departure from Hongkong, arriving at Yokohama, Japan, about 10 days later.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Passage on Through Bills of Lading to Yangtze Ports, Chaofoo, Tientsin and Newchwang.

Telephone No. 61.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.,

GENERAL MANAGERS.

EAST ASIATIC CO., LTD.
COPIENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.
RUSSIAN EAST ASIATIC CO., LTD.
ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LTD.
GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
VLADIVOSTOK	"LITUANIA"	On 3rd Sept.
MARSEILLE, ...	"HAVRE"	On Middle of Sept.
COPENHAGEN, ...	"CATHAY"	On Middle of Sept.
YOKOHAMA and KOBE	"TRANSQUEBEE"	On 15th Sept.

For Further Particulars, apply to
Hoag Kong, 28th August, 1908.

MELCHERS & CO., AGENTS.

THOS. COOK & SON,
TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

HEAD OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

Head Office for the Far East—
16, DES VIEUX ROAD
920 HONGKONG.

Japan Office:
14, WATER STREET,
YOKOHAMA.

MEN OF WAR ON THE CHINA AND JAPAN STATION.

AUSTRIAN.

Kaiser Franz Josef I. Austrian cruiser, 4,303
Linien-schiff-kapitän Wilhelm Fischer
Northern Waters

BRITISH.

Acheron, armoured gunboat, 1,830 tons,
1,700 h.p., Lieut. Bertrand, Saigon

Alger, 2nd class cruiser, 4,320 tons, 22 guns

Alouette, gunboat, 306 tons, 7 guns, 400 h.p.
Commander Badin, Saigon

Argus, river gunboat, 180 tons, 6 guns, 570 h.p.
Lieut. Anderson, Hongkong

Balaclava, gunboat, 170 tons, Reserve, Saigon

Bouclier, gunboat, 140 tons, Reserve, Saigon

Bruix, armoured cruiser, 4,800 tons, 16 guns,
3,800 h.p., Capt. Rochas, Hongkong

Cimarron, gunboat, 140 tons, Reserve, Saigon

Comete, gunboat, 300 tons, 6 guns, 600 h.p.
Capt. L. Gervais, Saigon

Coronado, gunboat, 184 tons, Reserve, Saigon

Dedalo, gunboat, 630 tons, 10 guns, 900 h.p.
Lieut. de Linieres, Shanghai

D'Entrecasteaux, 1st class armored cruiser,
1,870 tons, 16 guns, 13,500 h.p., Captain

Tibault, Shanghai

Estoc, gunboat, 141 tons, Reserve, Haiphong

Esturgeon, sub-marine, 70 tons, 60 h.p., Lieut. Esturgeon, Saigon

Frigate, destroyer, 3,900 tons, 7 guns, 6,300 h.p.
Saigon

Mouquet, destroyer, 300 tons, 7 guns, 6,300 h.p.
Commander de la Roche Kerandran, Saigon

Narcisse, river gunboat, 150 tons, 6 guns

Nautilus, 180 tons, 6 guns, 500 h.p., Captain

Haiphong

Jackal, gunboat, 200 tons, Reserve, Haiphong

Lion, gunboat, 500 tons, Reserve, Saigon

Lynx, sub-marine, 70 tons, 60 h.p., Lieut. Marrs, Saigon

Manche, surveying-ship, 1,625 tons, 10 guns

900 h.p., Commander Regot de la Touche, Saigon

Mousquet, destroyer, 300 tons, 7 guns, 6,300 h.p.
Commander de la Roche Kerandran, Saigon

Ory, river gunboat, 170 tons, 6 guns, 500 h.p., Captain

Haiphong

Proteus, sub-marine, 70 tons, 60 h.p., Lieut. Morris, Saigon

Réduite, battleship (reserve), 9,330 tons

37 guns, 6,200 h.p., Capt. Dronet, Saigon

Styx, armoured gunboat, 1,800 tons, 8 guns

POST OFFICE NOTICE

After the 1st September parcels for Germany by German mail steamers can be forwarded by the *via rail and route via Naples*. The Postage is sixty cents for each parcel in addition to the amount required for the ordinary all sea Route. The limit of value of insured parcels by this route is one Thousand Francs.

FOR

PAR

DATE

Hoichow, Pekhoi and Haiphong			
Calgary			
Macao			
Shanghai, Tsin-tau, Choofoo and Newchwang			
Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Melbourne, Adelaide, Perth, Hobart, Launceston, New Zealand and Fremantle			
Batavia, Cheribon, Samarang, Soerabaya and Makassar			
Singapore, Amoy and Foochow			
Macau			
Manila			
Shanghai			
Europe, etc., India, via Tatsoo (Late Letters 11.00 A.M. to Noon Extra Postage 10 cents) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents) Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel mail will be closed to-morrow, at 5 p.m.			
Singapore, Penang and Calcutta			
Macao			
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA AND VANCOUVER (B.C.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)			
Ningpo and Shanghai			
Swatow, Amoy and Tamsui			
Shanghai, Yokohama, Kobe and Moji			
Manila			
Kobe and Yokohama			
Keeling, Moji, Kola, Yokohama, Shimizu, Yokohama, Honchou, and San Francisco			
Singapore, Penang and Bombay			

DOCTORS & ANALYSTS
TESTIFY TO THE GREAT HEALTH-GIVING PROPERTIES OF OUR
DIAMOND BRAND
AMOROSO SHERRY.

PER DOZEN BOTTLES \$18.00

SAMPLES ON APPLICATION TO

H. RUTTONJEE & SON.

WINE & SPIRIT MERCHANTS.

Hongkong, 12th August, 1908.

JOINT STOCK SHARES.

Hongkong, September 2nd.

COMPANY	PAID UP.	QUOTATIONS.
Alhambra	\$100 200	Nominal.
Banks		
Hongkong & Shai	\$125	\$750.
Sun Yat-Sen	9d.	9d.
Thursday, 3rd, 1.15 P.M.		
Nanchang	3d.	3.00 P.M.
Yiwata-Morin		
Friday, 4th, 11.00 A.M.		
Tjikini		
Hainan		
Sui Tai		
Fuensang		
Shaching		
Printed Matter and Pamphlets		
Books and Wharves		
H. & W. Dock		
Extra Amoy Dock		
Registration, Kowloon		
H.K. Milling Co., Ltd.		
In liquidation		
Hongkong Rope Co.		
Insurances		
Registration, Kowloon		
No late fee		
Letters		
Saturday, 5th, 11.00 A.M.		
Saturday, 5th, 1.15 P.M.		
Saturday, 5th,		
Printed Matter and Samples		
Registration... 2.00 P.M.		
(Registration, with late fee of 10 cents, up to 2.45 P.M.)		
Registration, Kowloon		
No late fee		
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